American Concrete Pavement Association

# Positions & Perspectives

## Position on Highway Authorization and Funding

Quality concrete pavement construction, pavement solution innovations using concrete materials and related good governance tools/principles are the heart of what American Concrete Pavement Association (ACPA) promotes for America's roads and highways. Presently, the future of the federal government's impact on funding construction and maintenance of our nation's roads is in need of review.

This issue is being raised as an important opportunity by the new administration, and upcoming deliberations in Congress will provide both challenges and opportunities for the broader construction and materials industries. To clearly focus our efforts on common legislative matters, particularly funding levels, ACPA affirms the following:

- All construction materials are essential to preserving and building highways, roads and streets that meet the economic and quality of life needs of our nation in the 21st Century.
- All competitors in transportation construction markets at the state and local level are key stakeholders and partners in the federal highway authorization and funding debate.
- Advocating for a long-term, robust and sustainable funding mechanism that addresses the Highway Trust Fund (HTF) shortfall and expands highway investments to levels that meet current and future needs, as identified most recently by the American Society of Civil Engineers in its 2017 Infrastructure Report Card, is the Association's highest priority.
- Advocating for a maximum investment of highway funds toward capital improvements to our nation's highway infrastructure and National Highway Freight Network is essential to the America's economic vitality and paramount to the concrete paving industry.

In our ongoing effort to provide insightful educational information, the ACPA will provide resources to local, state and federal road planning groups including consultants, contractors and manufacturers. Below is an abbreviated list of program resources currently available.

- Road Network Health (RNH) – This program is often used putting funding and programming together. This ensures road agencies have resources for strategic planning and maximizing the budget. The three key areas in RNH include Life Cycle Cost Analysis, Mix of Fixes, and Remaining Service Life.
- Sustainability/Resilience – Ensuring that pavement solutions minimize an environmental footprint wherever possible, as well as having pavements that are designed to withstand natural (floods, tornados, etc.) as well as manmade disasters (fires, etc.) are critical to road planning.
- Understanding Fair Competition – When fair competition exists, road planning groups typically can save 10-14%. Said another way, fair competition can provide 10-14% additional paving$_1$ for the same financial investment. Competition encourages innovation and ensures the public is getting the best value.

In advocacy endeavors, ACPA will adhere to the following principles:

- Fair competition between pavement material industries is in the best interests of public agencies and the tax-paying public they serve, and an important positive adjunct to the discussion about increased infrastructure investment. (ACPA will advocate for fair competition at the state/local level and not for legislation of pavement types[2] at the federal level.)
- Pavement solution decisions are best rooted in engineering and economics and selected competitively by state or local highway agencies working with local federal agency divisions and local industry, as appropriate under procurement guidelines and laws. (ACPA will not advocate for legislative restrictions or earmarks on the use of federal funding to specific construction strategies, because such earmarking is not in the best interests of industry or agency asset management, sustainability, network or project cost optimization goals.)
- Positive advocacy of pavement attributes, solutions and quality construction, rather than disparagement of competitive materials or solutions, is in the best interest of maintaining a coalition of highway industry organizations banded together to advocate for highway funding. (ACPA will promote positively whenever lobbying before the United States Congress or any federal agency, but also maintains the right to protect members' interests and respond to any legislative threats to concrete paving or concrete pavement markets.)

**References**


1. The 10-14% factor comes from the Massachusetts Institute of Technology study on paving competition. Please see https://cshub.mit.edu/pavements/competition for more detailed information.
2. ACPA is opposed to politically mandated pavement type. ACPA will pursue programs at the request of members and local affiliates seeking fair competition at the state and local level. ACPA will seek that sound economic and engineering principles, including life-cycle cost analysis, is employed, as a matter of good governance and efficient use of taxpayer investments.



To inquire about technical/education programming, please email Mr. Leif Wathne at lwathne@acpa.org

For more information please visit acpa.org



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